

NDIA '04 Joint Seabasing Logistics



**Presented by
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Director, Strategic Mobility
and Combat Logistics**

October 2004



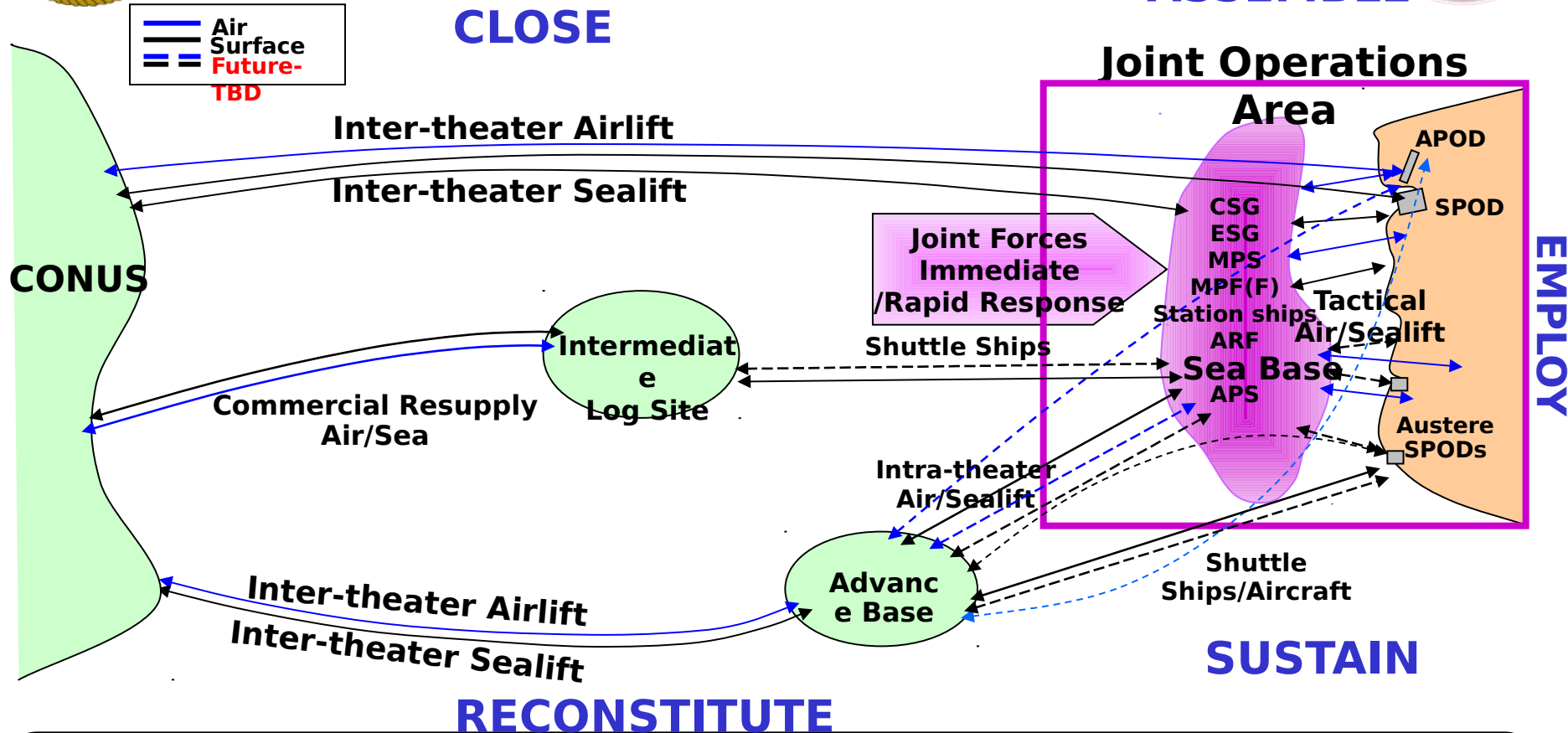
Briefing Overview



- Sea Base Overview
- Seabasing Logistics Conops
- Developing Concepts
- Key Joint Logistics Issues
- Summary



Seabasing Overview

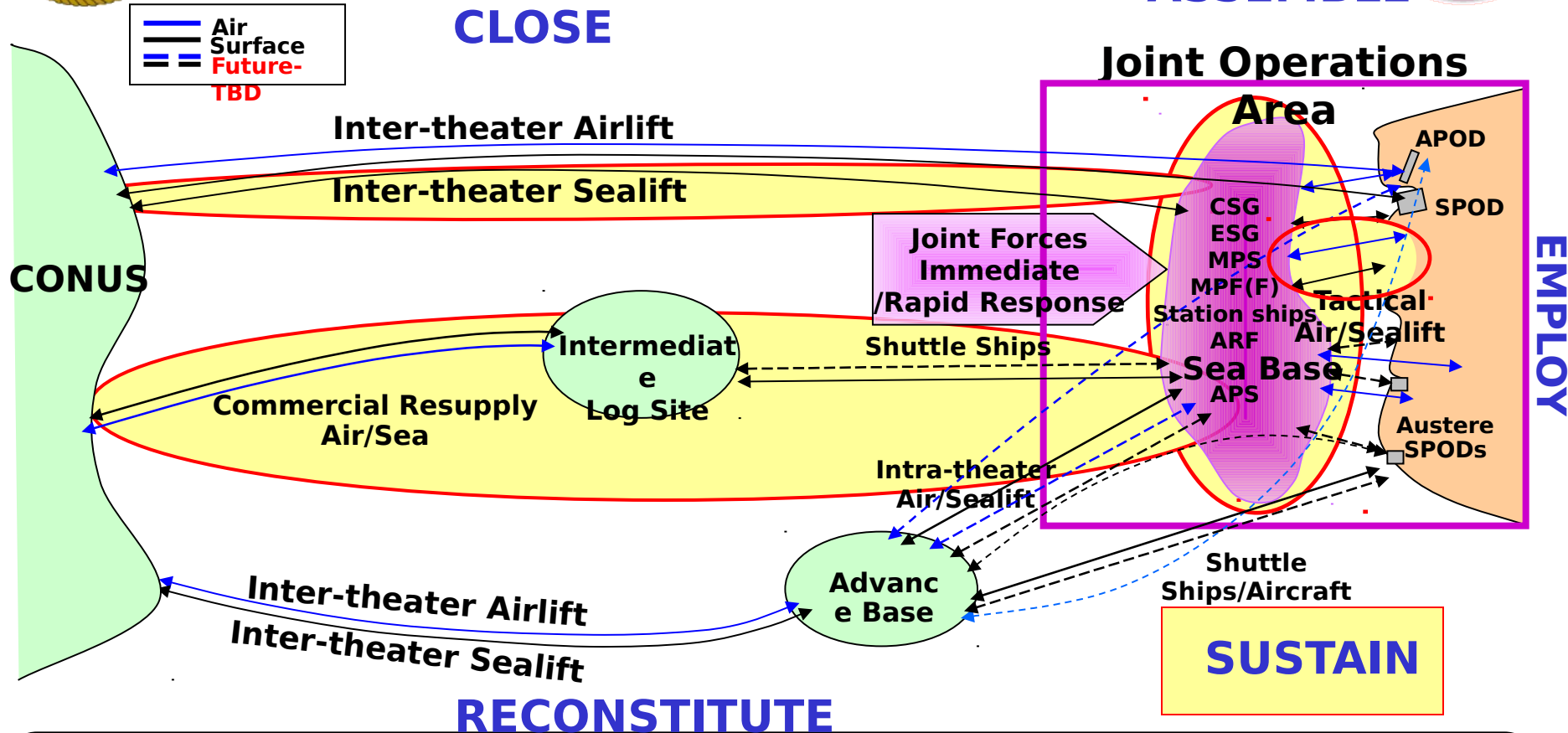


The *sea base* is an inherently maneuverable, scalable aggregation of distributed, networked platforms that enable the global power projection of offensive and defensive forces from the sea, and includes the ability to assemble, equip, project, support, and sustain those forces without reliance on land bases within the Joint Operations Area.

Not to Scale



Seabasing Overview



The *sea base* is an inherently maneuverable, scalable aggregation of distributed, networked platforms that enable the global power projection of offensive and defensive forces from the sea, and includes the ability to assemble, equip, project, support, and sustain those forces without reliance on land bases within the Joint Operations Area.



Seabasing Components



CSG

Carrier Strike Group

- CVN / CVN 21 (2017)
- Air Wing
- SOF
- DDG
- CG
- T-AOE
- SSN

ESG

Expeditionary Strike Group

- LHD or LHA(R) (2012)
- LPD
- LSD
- MEU(SOC)
- SOF
- DD(X) (2012)
- DDG
- CG
- SSN

MPG

Maritime Prepositioning Group

- MPF(F) (2017)
- MEB
- NSE
- NMCB

OTHER

SAG

Surface Action Group

- CG
- DDG
- LCS (2011)

CLF

Combat Logistics Force

- T-AO
- T-AOE
- T-AKE (2005)
- T-AOE(X) (2013)

*"Maneuverable,
scalable aggregation
of distributed,
networked platforms"*

JOINT FORCES

- Other
- SOF

- HSC/TSV (2011)

- Army
- ARF

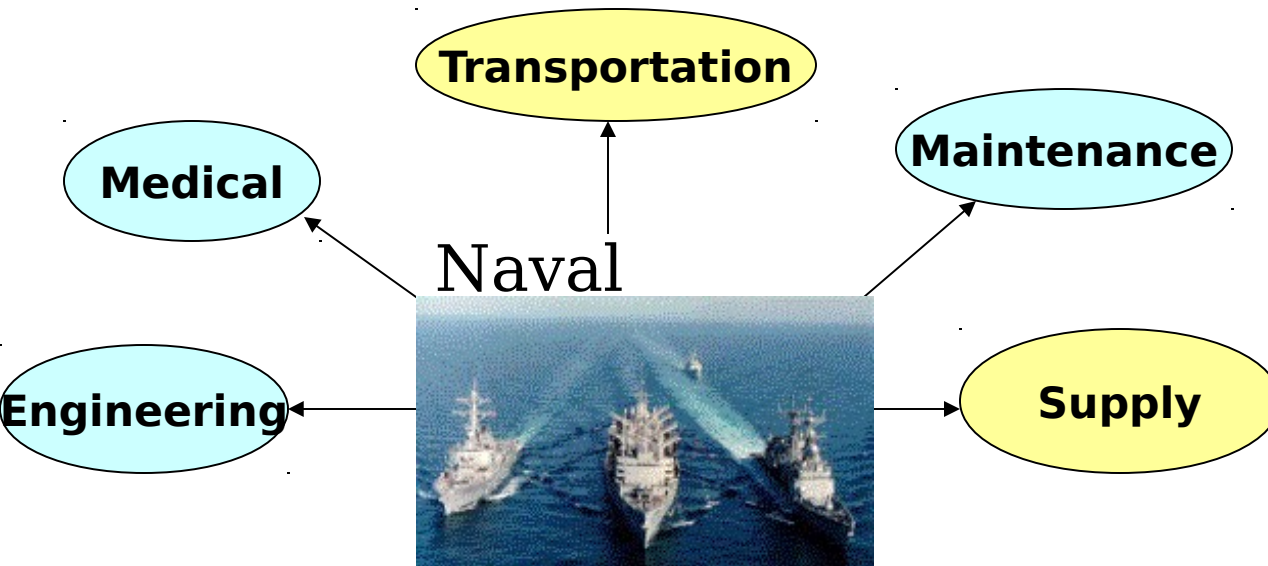
■ Future
IOC



Seabasing Log ConOps Purpose



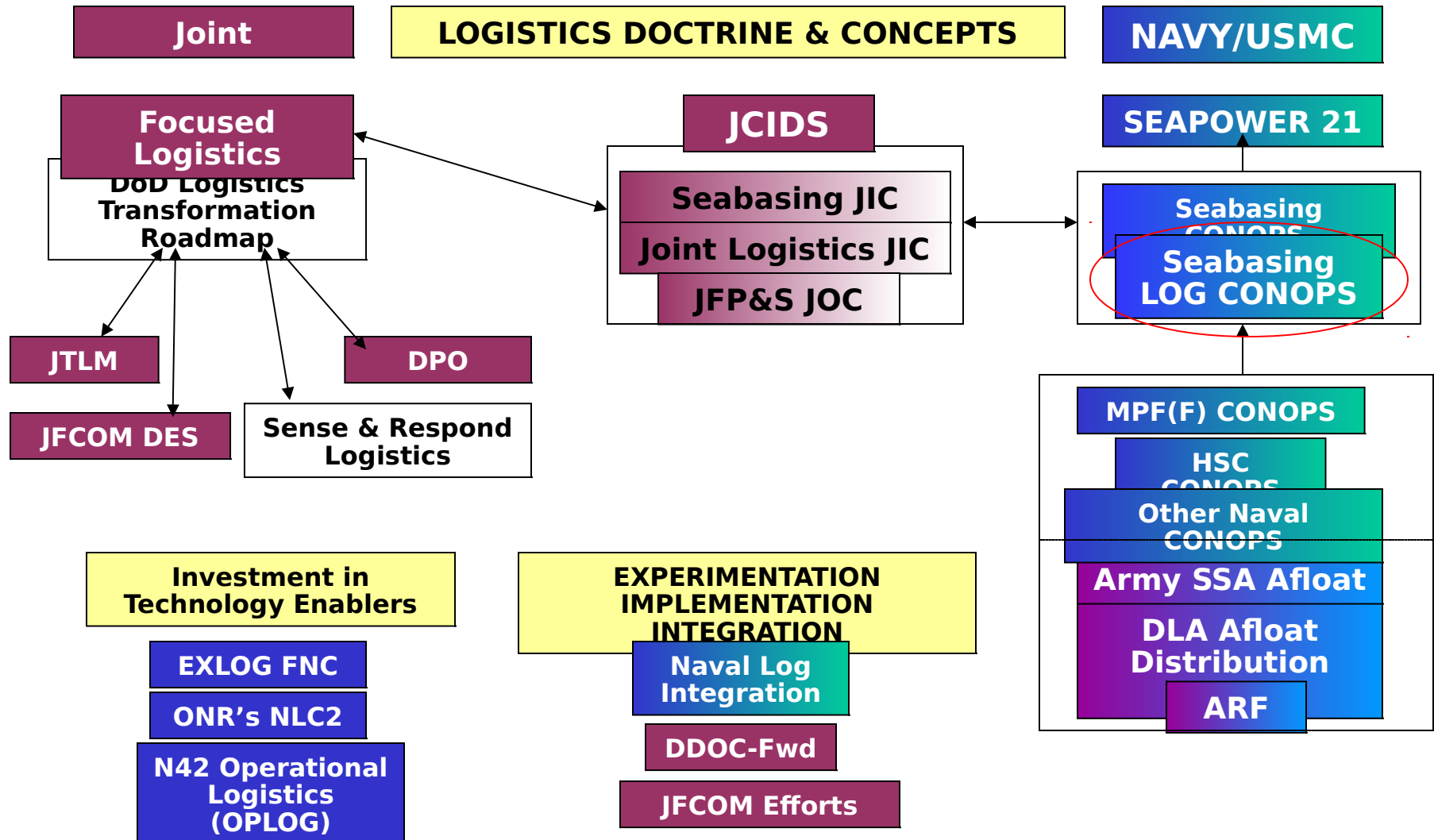
To determine the architecture and forces required to provide rapid and persistent resupply to the Sea Base and the forces operating within and from the sea base.



It does not include the deployment or employment of warfighting forces



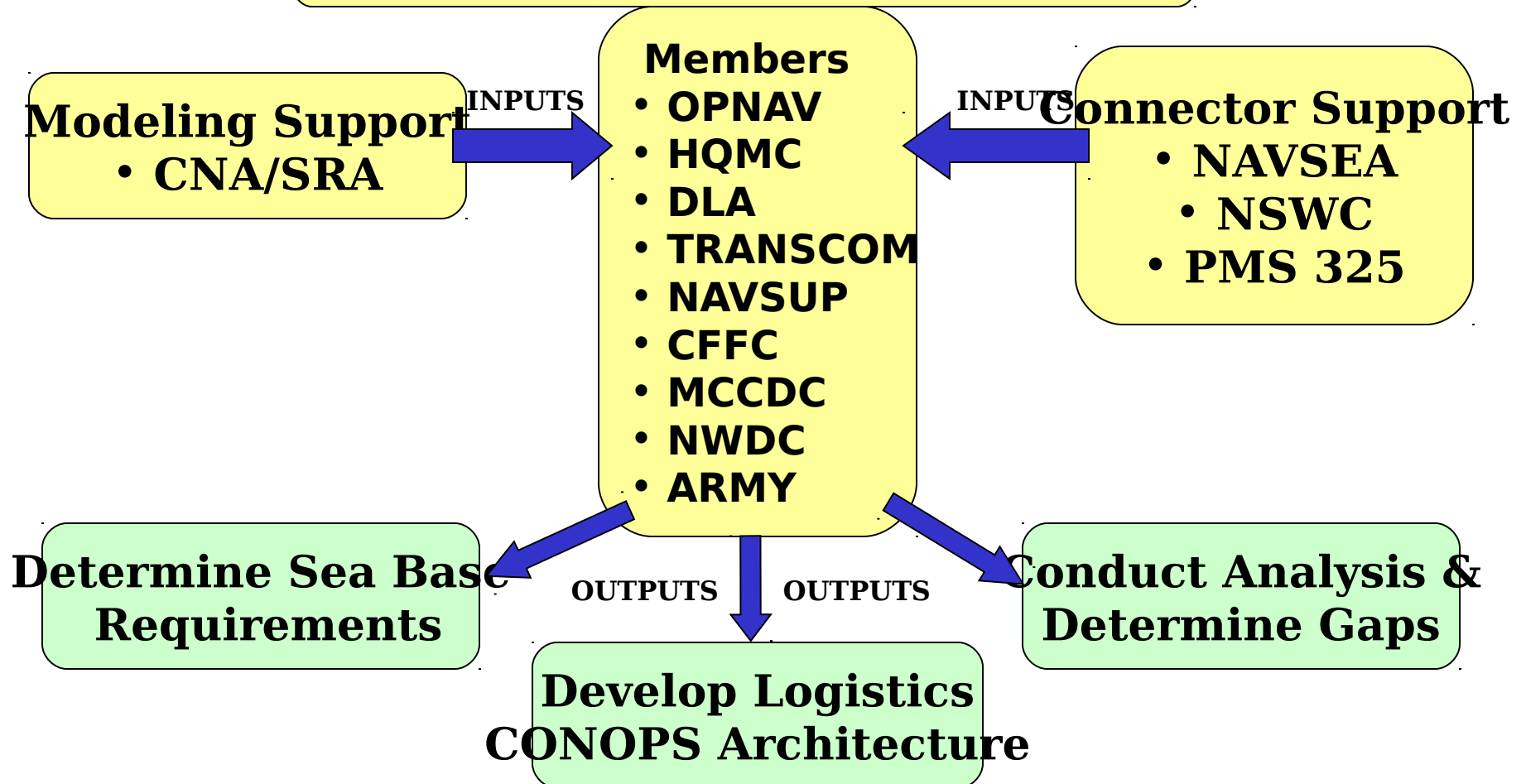
Logistics Efforts Some Relationships





Seabasing Log ConOps Working Group

OPNAV N42 & HQMC(I&L) Lead





Seabasing Log ConOps Scope



Supply

Sustainment

Demand

**Inter-Theater
Re-supply**

**Intra-Theater
Re-supply**

**Intra-Sea Base
Re-supply**

**Tactical
Re-supply**

✓ **Four Key Areas of Study**

- ✓ **Examine connectors**
- ✓ **Examine capabilities**
- ✓ **Model the flow of Supplies**
 - ✓ **Examine Time Critical Requirements (amount & frequency)**
 - ✓ **Examine Routine Requirements**

✓ **Examine different Phases**

- ✓ **Surge to War**
- ✓ **Wartime Scenario(s) Sustainment**

Examine Tradeoffs

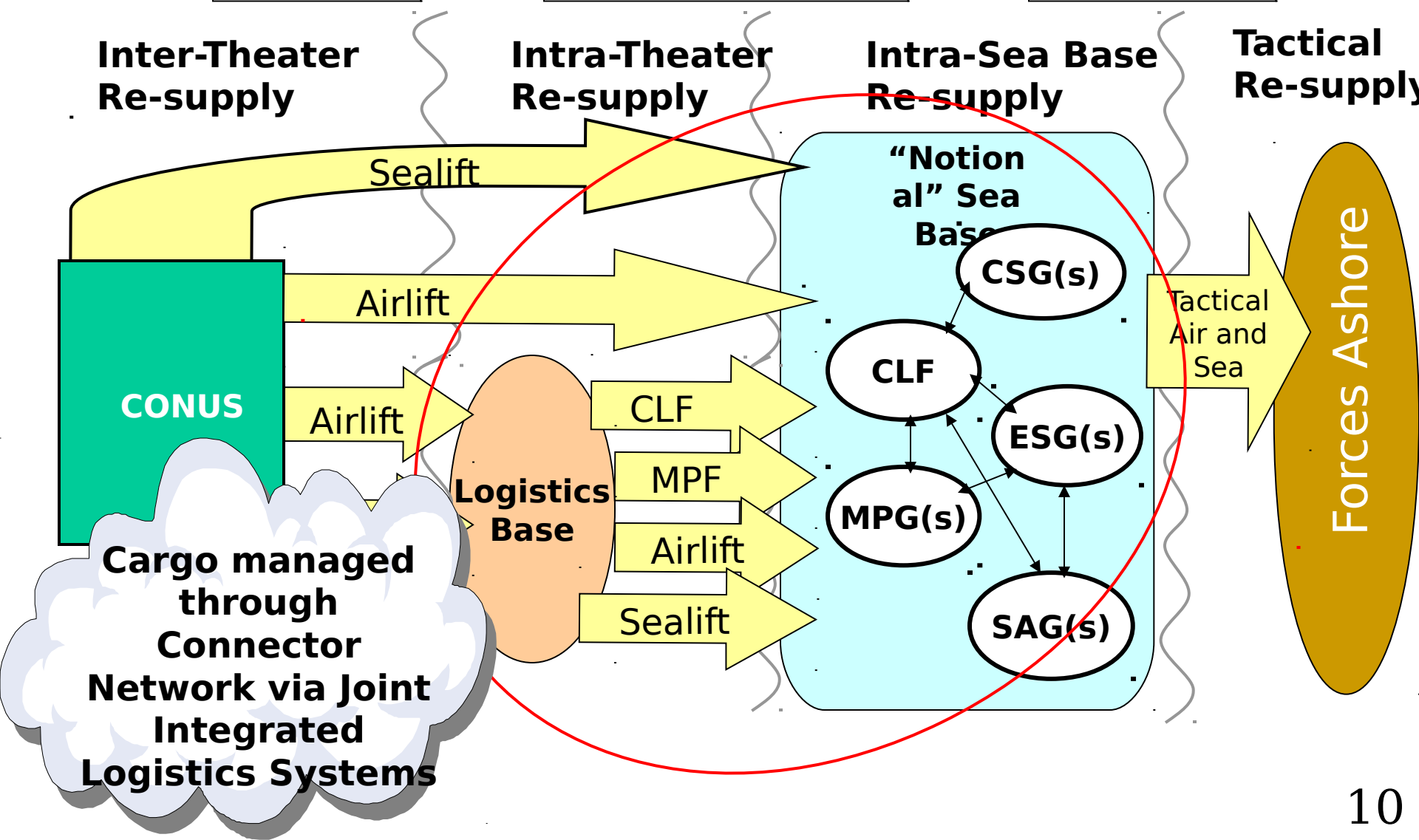
**Payload vs. Range vs.
Speed**



Connector Network



Supply ^{Timely} **Sustainment** ^{Persistent} **Demand**





Connector Alternatives



Our Focus

Intertheater Re-supply

Surface

- HSS/RSLS
- Commercial Container Ships
- Commercial Tankers
- T-5 Tankers
- ATB

Air

- WALRUS
- Heliplane
- Seaplane

■ Future
IOC

Intratheater Re-supply

Surface

- MPF(F)
- T-AOE-6
- T-AOE(X)
- T-AKE
- T-AO
- T-5 Tankers
- HSC/TSV
- ATB
- RSLS

Air

- C-2
- KC-130J
- WALRUS
- Heliplane
- Seaplane

Intra Sea Base Re-supply

Surface

- MPF(F)
- T-AOE-6
- T-AOE(X)
- T-AKE
- T-AO
- HSC/TSV
- LCAC(X)

Air

- MH-60
- CivMar Puma's
- CH-53E
- CH-53X
- MV-22
- Heliplane

Tactical Re-supply

Surface

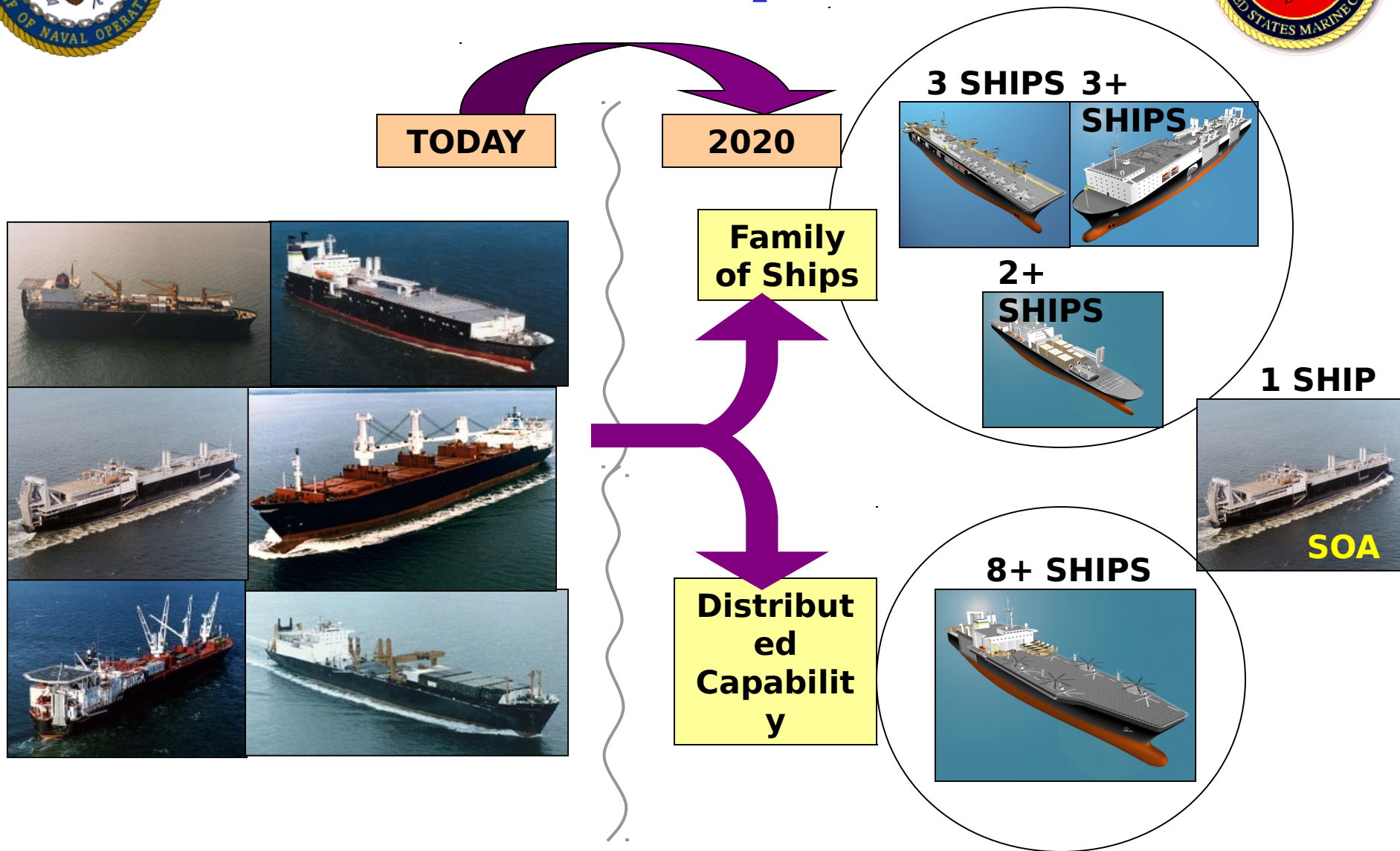
- LCAC(X)
(2017)
- LCU
- LCH (X)
(2018)

Air

- MV-22
- CH-53E
- UH-1Y
- MH-60
- CH-53X



MPF(F) Options





Required Enabling Capabilities



Interface & Transfer Capabilities

- Skin-to-Skin Transfers
- At-Sea Container Transfer
- Heavy Unrep
- Integrated Landing Platforms

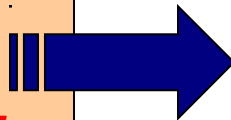
Intra-Ship Capabilities

- Modular Packaging Designs
- Selective Offload
- Improved Internal Cargo Handling
- Total Asset Visibility

Capabilities required to provide interface between connectors to facilitate the transfer of containers, quadcons, pallets, personnel, ordnance, and equipment.

Without them ...

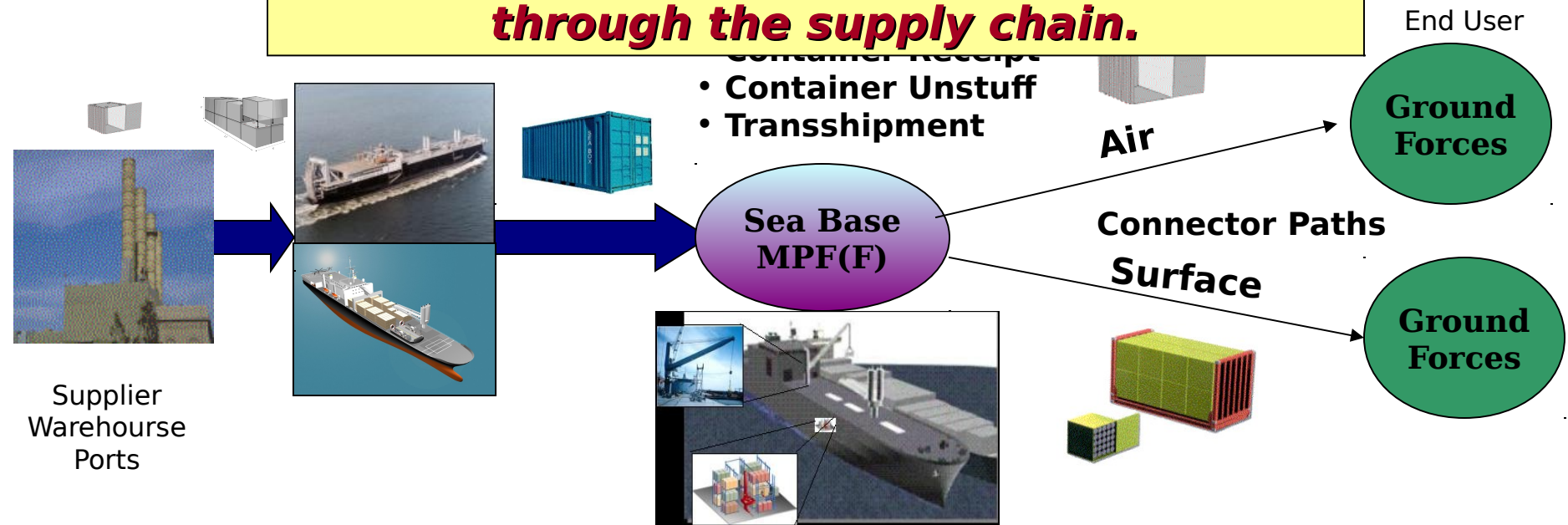
- ***Limited to current methods of resupply***
- ***Unable to meet throughput requirements***



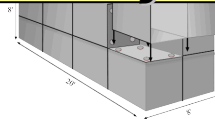


Common Intermodal Packaging

We need to improve the handling and reduce retrograde, waste, and storage requirements as sustainment moves through the supply chain.



Standardizing the packaging through the transportation system

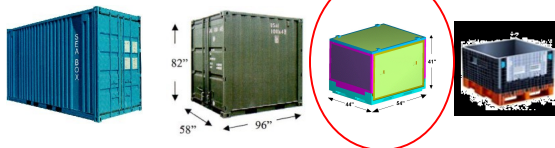




Packaging Comparison

Large

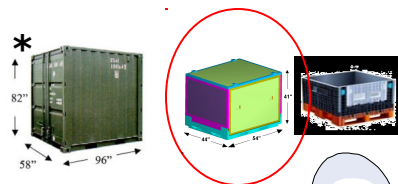
MPF(F)



Resident Transfer
Capabilities

Skin-Skin, Heavy Unrep, Vertrep, Air Connect

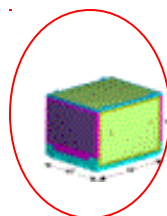
CVN*
Amphib CLF*



Heavy Unrep, Vertrep, Air Connect

• CVN21, T-AKE & T-AOE(X) designs will support

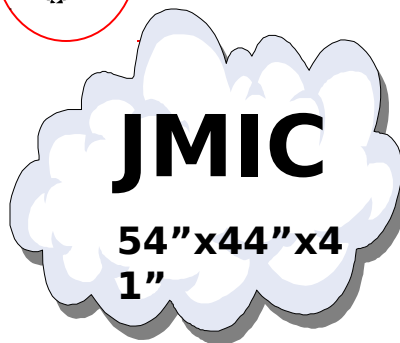
USN Surface CLF



Unrep, Vertrep

Small

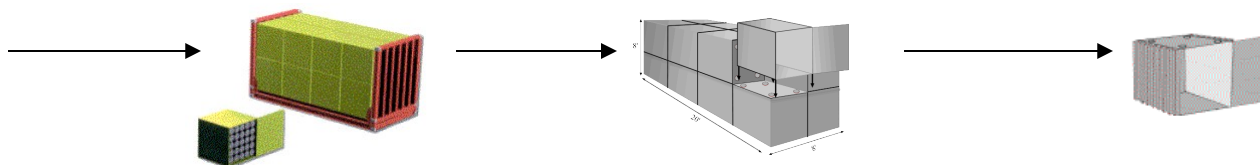
SSN



Limited

Standardizing the packaging through the transportation system

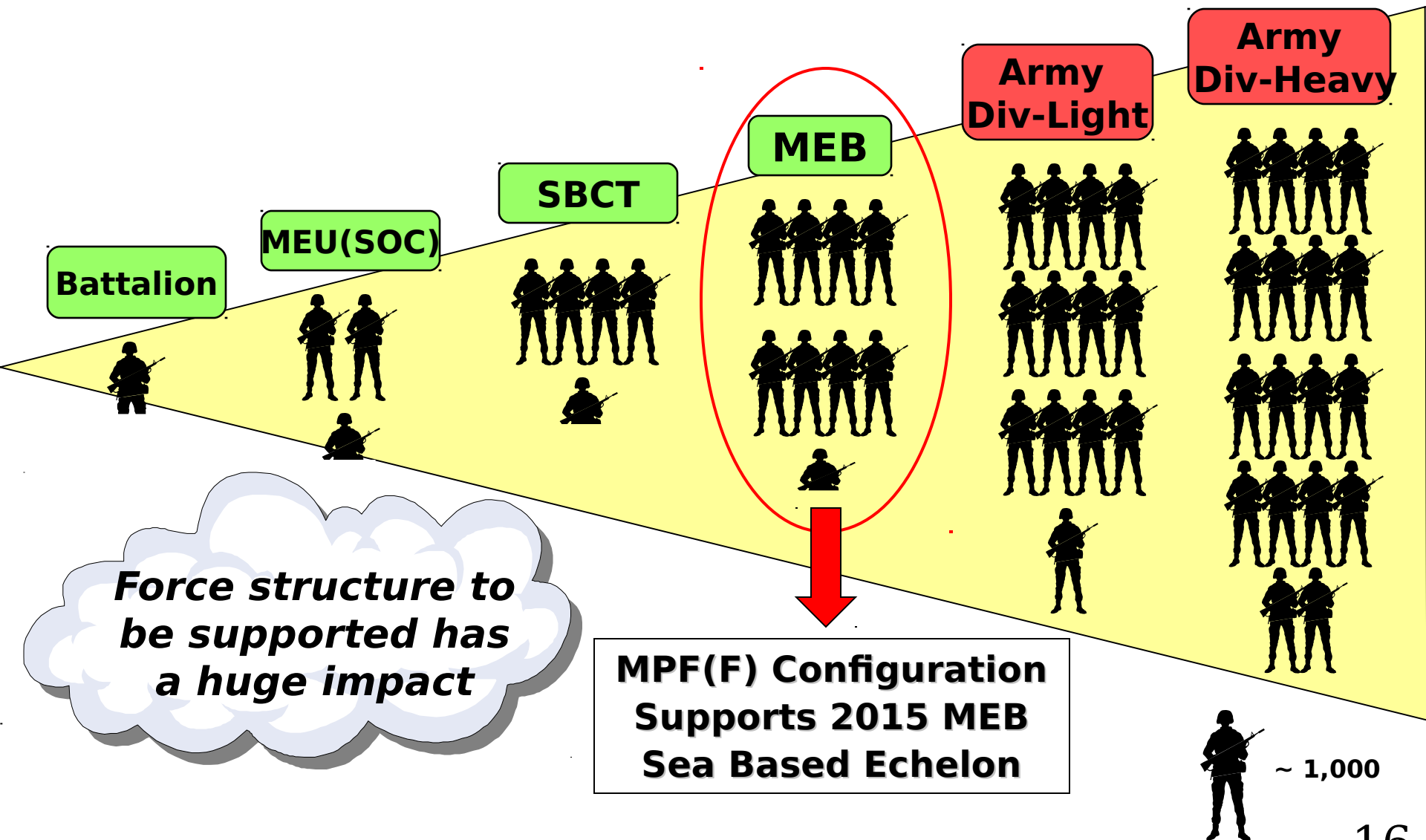
Supplier



End User



Sizing the MPSRON(F)

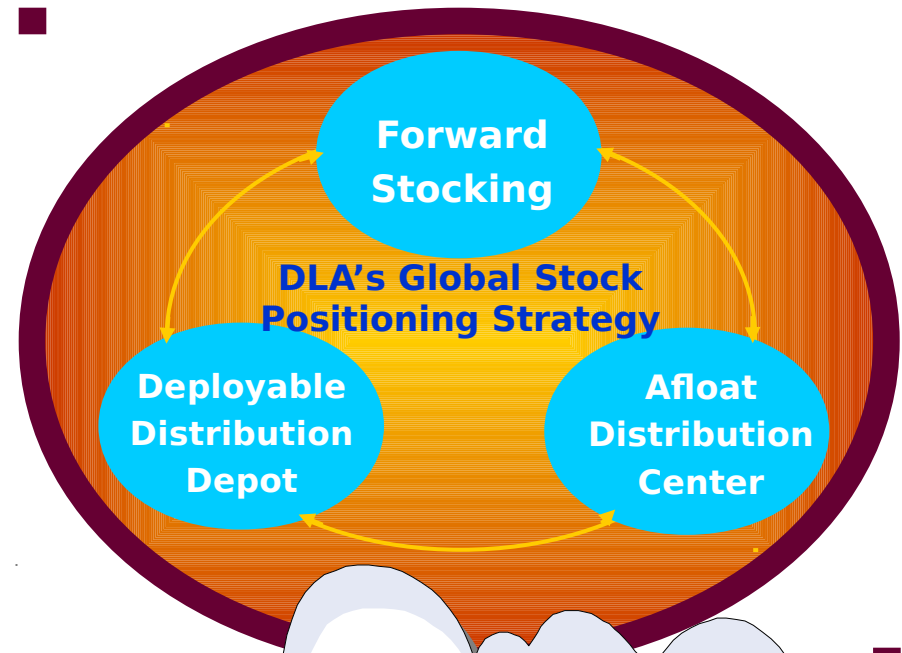




Developing Concepts

DLA Afloat Distribution Center DADC

- DLA managed
- A forward-positioned, self-contained, mobile capability
- Basic Distribution Functions
 - Receipt, Store, Issue
 - Various Classes of Supply
- Peace and War time operation
- Complements DLA's forward stocking and deployable distribution
- Pierside or At-sea transfer
- Supports seabasing and power projection concepts in both developed and austere operational areas (e.g., ports, ship-to-ship, helo, JLOTS, etc.)



- **What will the ship Carry ?**
- **Type of Ship ...T-AKE, T-AFS, Container Ship?**
- **Part of the sea base?**

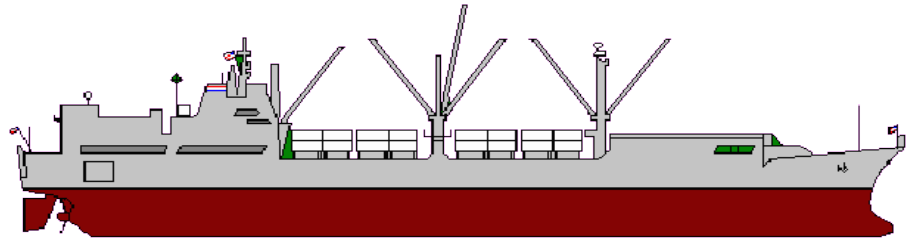


Developing Concepts



Army's Supply Support Activity SSA Afloat

- Immediate supplies
 - early entry forces
- One ship per Army Regional Flotilla
- Support for an Army 1x1 BCT
- Breakbulk not containers
- Potential to operate within the Sea Base



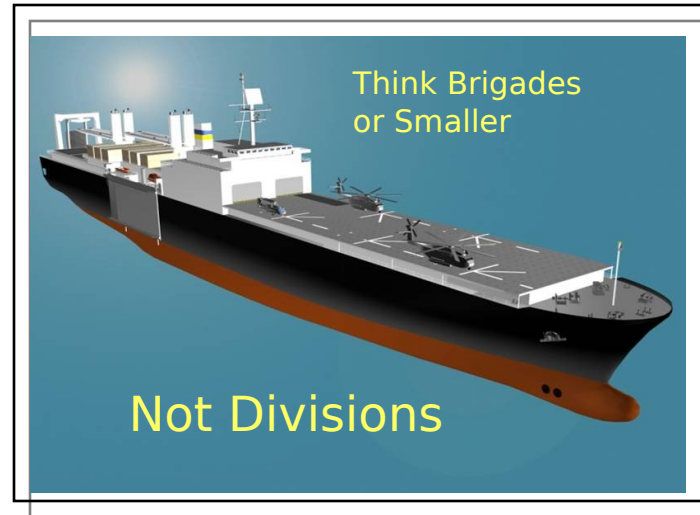
- **Needs more definition**
- **Type of ship? ...
Could be a T-AFS or T-AKE**
- **How will Army integrate into Sea Base?**



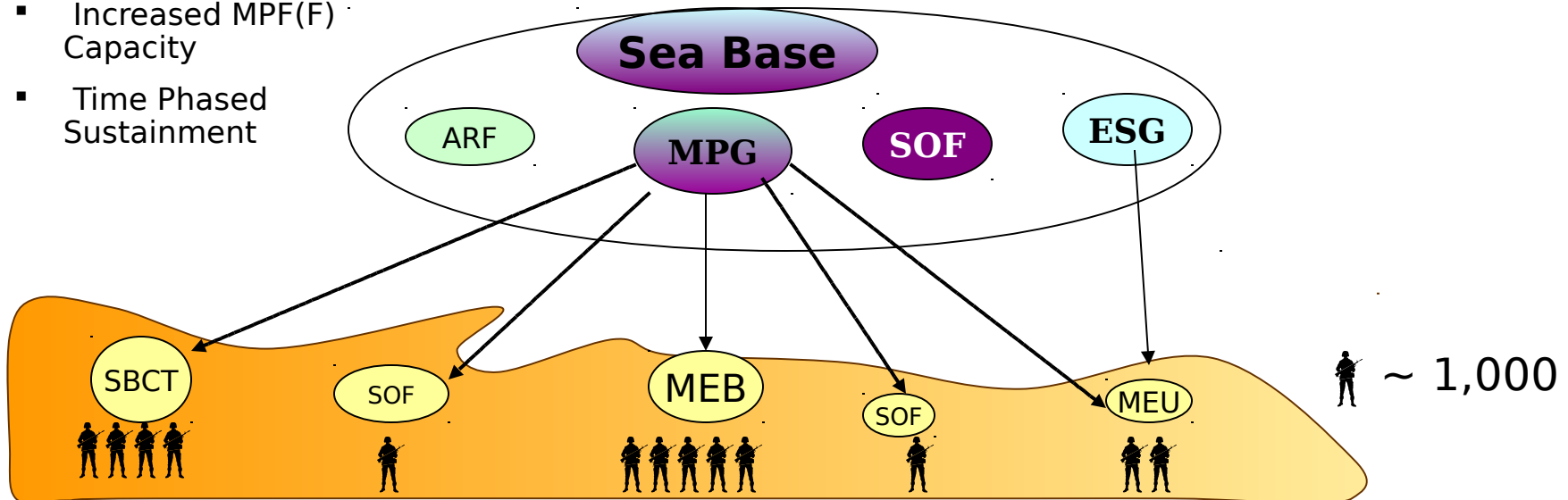
Seabasing & MPF(F)



- <40% of the assets and helo spots used for USMC MEB sustainment
- Potential Excess Capacity to support Joint Sustainment
- Joint Sea Base Solutions
 - Additional Ships
 - Increased MPF(F) Capacity
 - Time Phased Sustainment



**JOINT
TRANSHIPMENT
T NODE
Throughput
To Support
Movement of
Sustainment**





Joint Seabasing Logistics Issues



- What are the Joint Components that operate on or from the sea base?
- What Joint Force ashore is required to be supported from the sea base?
- What is the best utilization of the sea base's sustainment capacity to support the Joint Force?
- What set of connectors are required to sustain the Sea Base?
- What is the maximum sustainable throughput of the Sea Base?
- What is the largest sustainable force? How long can it be sustained?
- How often is resupply required for a particular asset?
- What assets conduct resupply of the Sea Base and resupply of different Sea Base assets?
- Is Resupply done on station or must ships of the Sea Base maneuver before a resupply event?

• What is the maximum distance from an advanced base that a Sea Base can be sustained?

Who needs what?

When?

How often?

Who supplies?

From where?

← **Metrics** →

$f(x)$

• Days of Supply

• Consumption Rates

• Capacities

• Throughput

• Speed / Range

• Capabilities

• Packaging



Finding Joint Solutions

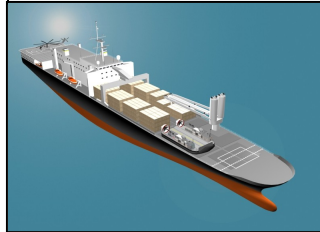
- T-AFS
- T-AKE
- Other

?

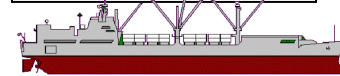
**DLA's
(DADC)**



MPF(F)



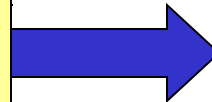
**Army
SSA**



- T-AFS
- T-AKE
- Other

?

**Need
For
Joint
Solution
s**



- Integrate into a single solution?
- Need more definition of your requirements

- Inputs via JCIDS

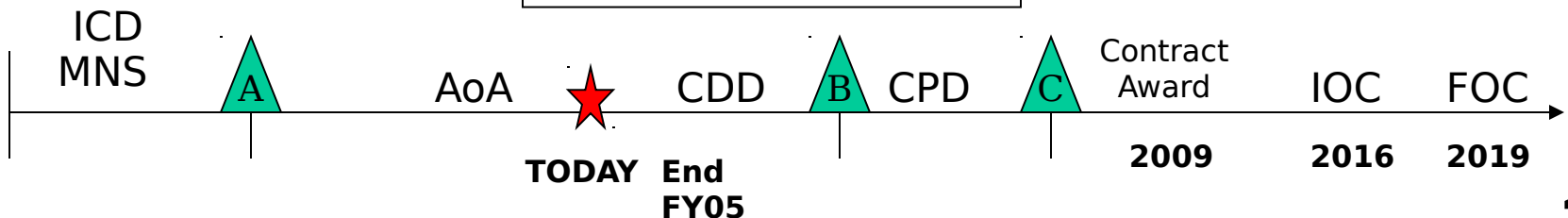
JOINT REVIEW AT EACH

FCB

JEB

JROC

MPF(F) TIMELINE





Summary

- Sea base planning is well underway, but there remains much to do
- We must finalize requirements soon
- Seabasing is intended as a Joint Warfighting capability
- Our Logistics CONOPS must support future Joint Warfighting requirements
- We should all ensure we are appropriately leveraging Sea base capabilities

**Send
us
your
ideas**

**POC:
LCDR Frank Futcher
OPNAV N42**



Questions?